

CLASSIFICATION SECRET East Germany NOFORN		REPORT
COUNTRY		
TOPIC	Gross Doelln Airfield	
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED 22 April 1955	
REFERENCES		
PAGES 5	ENCLOSURES (NO. & TYPE) 5 - five sketches on ditto	
This is UNEVALUATED Information		
REMARKS		
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1. Soviet personnel

During February 1955, a Soviet detail consisting of 4 administrative officers and 10 EM wearing light blue bordered dark blue epaulets was stationed at Gross Doelln airfield. The ranking officer was a major.

The EM were assigned guard duty at the main guardhouse in Jagen (forest sub-district) 161 and patrol duty near fuel dump I.

2. German personnel

During February, about 800 Germans including 50 to 60 men of Bauunion Magdeburg and the others of Bauunion Brandenburg were employed at the field. About 500 of them were quartered in barracks and the remaining 300 were local workers or from the nearby vicinity. Bauunion Magdeburg allegedly started excavation work for barracks buildings in Jagen 95 and 96. Additional construction workers from the Bauunion Magdeburg were expected to arrive in the near future. The other work was done by Bauunion Brandenburg. About 20 women were also quartered in the camp. They were employed in the administrative office, the HO store, the cooperative shop and as charwomen in the barracks installations.

3. Arrival of Soviet soldiers

Between 1200 and 2200 on 23 March, trucks occupied by soldiers wearing black-bordered blue epaulets moved on the road from Gross Doelln between Jagen 126 and 125 to the cantonment. The noise of truck motors was not heard after 2200.

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On 24 March, [redacted] 300 EM and 25 officers arrived in the camp [redacted]. The motor vehicles which had arrived on 23 March were parked in Jagen 126 west of the barracks installations. [redacted] A rumor in the camp had it that an air unit would arrive between 28 March and 3 April.

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On 25 March, about 200 German workers cleared the runway. Fuel was being transferred from 6 railroad tank cars into fuel dump I. A tank truck was observed in the fuel dump. Additional tank cars which were allegedly empty were seen on the spur track east of the railroad station. According to rumors, fuel dump I was entirely filled with fuel. Soldiers wearing black-bordered light blue epaulets unloaded billeting equipment at the railroad station.

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[redacted] all Germans from Vietmannsdorf who were employed at the field would be conveyed to the field on busses because the direct road which crossed the runway would be blocked after 28 March for 1 week. The workers from Vietmannsdorf previously came by bicycle on the mentioned road. Chief of the airfield was Major (adm) Shubanov (fnu). The newly arrived officers included a captain who wore a cap with a wide red stripe, belt with crossbelt and a large revolver.

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[redacted] the officer belonged to the NKVD.

4. Runway

In mid-March, a Soviet commission arrived at the field to accept the runway. The Soviets, however, refused the acceptance because of blisters on the runway. These spots had to be removed and reconcreted.¹

5. Spur track

The laying of the railroad siding from the main line to Jagen 162 was completed. The siding began east of connecting lane A/B. After the new siding is put into service, the previous railroad station east of fuel dump I will be exclusively used for shipments to the airfield. 2

6. New buildings

A large building which is to house the flight control station and radio installations was planned to be built just south of the taxiway approximately in the middle of Jagen 160. Excavation work had already been started. Another building, 22 x 21 meters, housing the battery charging station was scheduled to be constructed about 220 meters east of the flight control station. 3

7. Ration supply

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On 15, 16 and 17 March respectively, 5, 6 and 7 boxcars loaded with canned meat and fish arrived at Vogelsang railroad station. The cars were taken over by an air force senior lieutenant who wore light blue bordered golden or silver epaulets with air force insignia. The officer was very young and spoke fluent German.

8. Alleged occupation

[redacted] the arrival of 3 Soviet Air Force units and 1 KVP unit was daily expected to arrive at Gross Doelln airfield. 1

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9. New buildings

Two new buildings with creosoted boarding and wooden roofs covered with roofing paper were located south of the approach road to the fuel dump. The two buildings stood on concrete pillars embedded in the ground. The floor was concreted and slightly higher than the surrounding terrain.

On 26 February, laborers of the Bauunion Magdeburg were laying concrete pillar for a third building north of railroad kilometer marker 12.2, about 500 meters west of the eastern turn of the road leading to the fuel dump. From construction plans it was inferred that the roof of the building was to be covered with a 10-cm concrete layer then with two layers of roofing paper and finally with a top layer of plaster. One large smokestack and a vent pipe were to be built in the roof. The corners of the building stood on concrete pillars. The floor was required to be dust and spark proof. Special doors were to be built in. A part of the building had a cellar underneath which was about 3.5 meters deep, 23 meters long and 5 meters wide. The floor was also to be concreted. 3

10. Spur track

A lane was cut through Jagen 163 and 164 from the new workshop area in Jagen 162 to the spur track. The lane met the spur track at kilometer marker 10.4 where a shunting switch was built. In late February, a railroad embankment was raised in the lane. [redacted] the planned spur track would extend toward [redacted] the new workshop area, then turn to the east, thus running parallel to and about 300 meters from the other spur track which allegedly terminated in Jagen 161. 2

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25X111. Ammunition dump

Construction work continued on the second spur track east of the old one. About 350 meters of rails had been laid from the shunting switch. The track was not yet serviceable because the rail joints were not connected. The new track did not begin at the main spur track but at the western siding where the shunting switch was built in. It extended through Jagen 103 northwest of Krutschlag. Barracks buildings were erected near the ammunition dump. The area west of the second track was cleared of trees and graded.

Since the fall of 1954, work has not been resumed on the spur track in Jagen 146 which was to run to a second planned ammunition dump. 4

12. Flying lanes

The two flying lanes at the eastern and western ends of the runway had the shape of a swallow tail with the narrow side beginning at the runway. The eastern lane was to be extended to Collin Lake.

13. Runway

The runway was thoroughly cleaned and the defective spots tested on 26 March. It was off limits after 29 March.

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14. Cantonment

Nine barracks in the cantonment at the eastern edge of Jagen 125 were to be prepared for Soviet soldiers who were allegedly housed in tents in Camp Vogelsang. Two large barracks for quartering purposes were erected in the southern section of Jagen 125 by Bauunion Magdeburg. After 24 March, about 600 soldiers moved into the cantonment and were quartered in 9 barracks in the southeastern section of the cantonment and in the barracks east of the headquarters building. An additional 200 men were expected to arrive. The officers and soldiers wore red-bordered black, blue-bordered black and dark green (?) epuletts. About 20% of the personnel were officers.

the previous guard personnel would be transferred to Oranienburg in the near future. The new units had brought along billeting equipment, including arm racks, and motor vehicles including 6 tank trucks.

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At about 1800 on 26 March, a train of 24 boxcars with an undetermined load, probably equipment for the new units, arrived at the construction site.

15. Clearing of wood

Wood was being cleared in the southern section of Jagen 126 where buildings were to be constructed.¹

16. The headquarters buildings consisted of 5 barracks buildings, 1 kitchen and 1 Finish steam bath. A sewage and pump were also available. Only a part of the northeastern building was occupied by guard personnel. The kitchen was in operation.

Building No I

A large folding door was in the middle of the northern side of the building which was about 40 meters long and 15 meters wide. On either side of the door there were 4 windows on the ground floor and 10 windows on the second floor. The narrow sides had 3 windows on the ground floor and 2 windows on the second floor with a door in the middle and a balcony above it. The southern side of the building had 9 windows on the ground floor, 1 door, and 10 windows on the second floor.

Buildings Nos II and III

These buildings were both built alike. They were 55 meters long and about 17 meters wide. The western side had 19 windows on the ground floor, 1 door, and 20 windows on the second floor. The eastern side had 18 windows on the ground floor and a folding door in the middle. On the narrow side there were 3 windows on the ground floor, and 2 windows on the second floor with a balcony in the middle. These buildings housed small individual rooms, allegedly officer billets.

Building No IV

This building had two sections which were separated by a wall. The western section had 12 windows on the ground floor, 2 folding doors, and 16 windows on the second floor. The eastern section had 16 windows on the ground floor and upper floor. The building was 55 meters long and about 17 meters wide. It was occupied by guard personnel.

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Building No V

The shape of this building was similar to that of building No 4. There was a large assembly hall on the ground floor and 2 smaller halls on the upper floor.

The 5 buildings were equipped with stoves and had attics under the roof.

The kitchen building was a one-story structure about 60 meters long and 20 meters wide. It housed 2 messhalls and the kitchen in the middle.

The Finnish steam bath was 35 meters long and 10 meters wide.⁵

17. Flight control building

Excavation work for the flight control building was started south of the taxiway, about 60 meters north of the connecting road to the fuel dump, about 130 meters west of an imaginary line leading in N-S direction via kilometer marker 12 of the main spur track. A large brick building with a glass cupola was to be erected there. 3

18. Employees

500 excavation workers were to remain at Gross Doelln airfield. On 27 March, about 760 workers were still at the site. The surplus 260 men were not dismissed but were to be transferred to other construction sites in Gross Doelln upon request. 1

1. Comment. According to the information received, it appears possible that Gross Doelln airfield will be occupied by an air unit. Major Shubanov (Churbanov or Tsurbanov) has been reported in Gross Doelln since September 1953 as the representative of the Soviet construction staff in Werder. 25X1
2. Comment. For course of spur track and location of Jagen, see Map GSGS 4414, Sheet 2946/47. 25X1
3. Comment. For sketches of buildings, see Annexes 1 and 2. The utilization of the buildings has not been determined. 25X1
4. Comment. The second spur track extends about 325 meters east of, and parallel to, the first spur track, in Jagen 115. 25X1
5. Comment. For location of individual buildings in Jagen 126, see Annex 3. For side views of buildings Nos I through V, see Annex 4. For side views of kitchen and Finnish bath, see Annex 5. 25X1

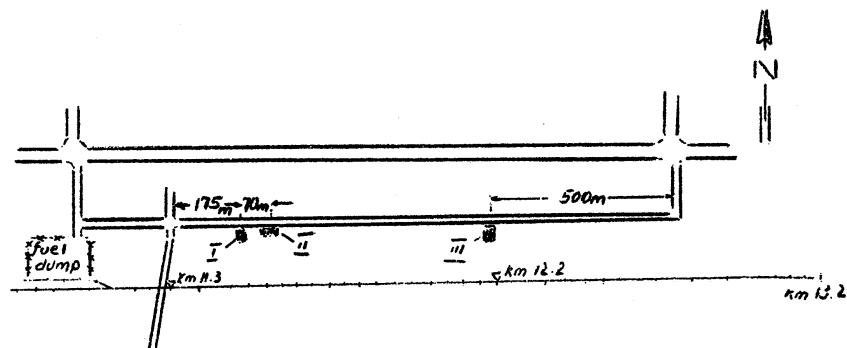
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Location Sketch of Buildings at Gross Doelln Airfield

Annex 1

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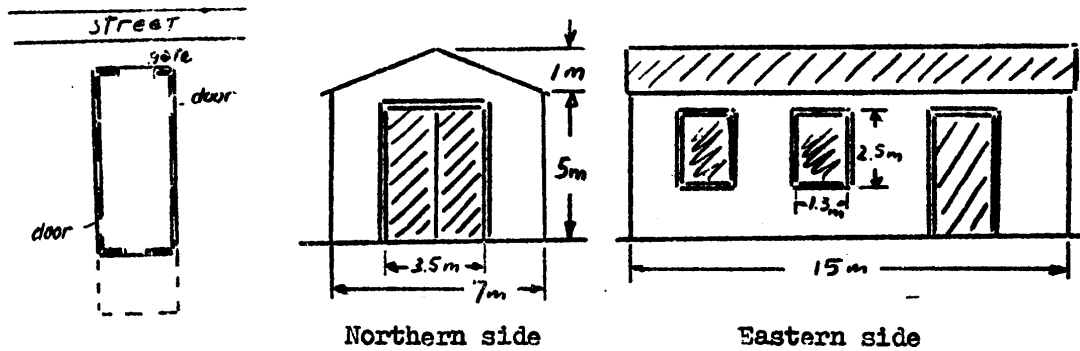
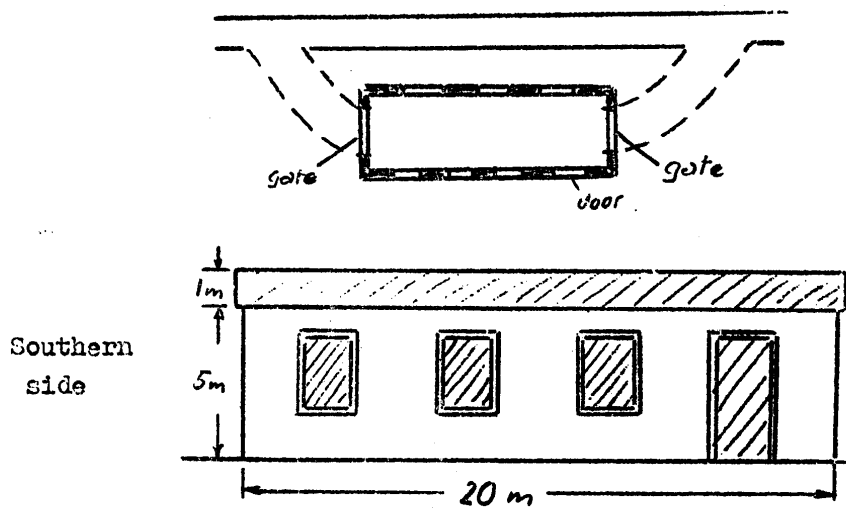
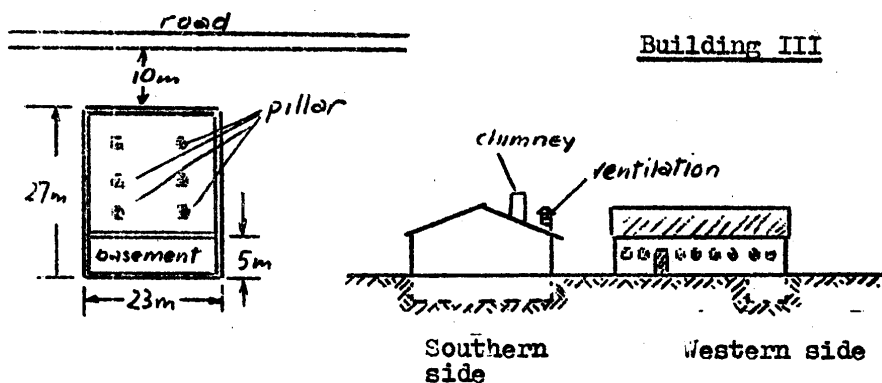
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Annex 2

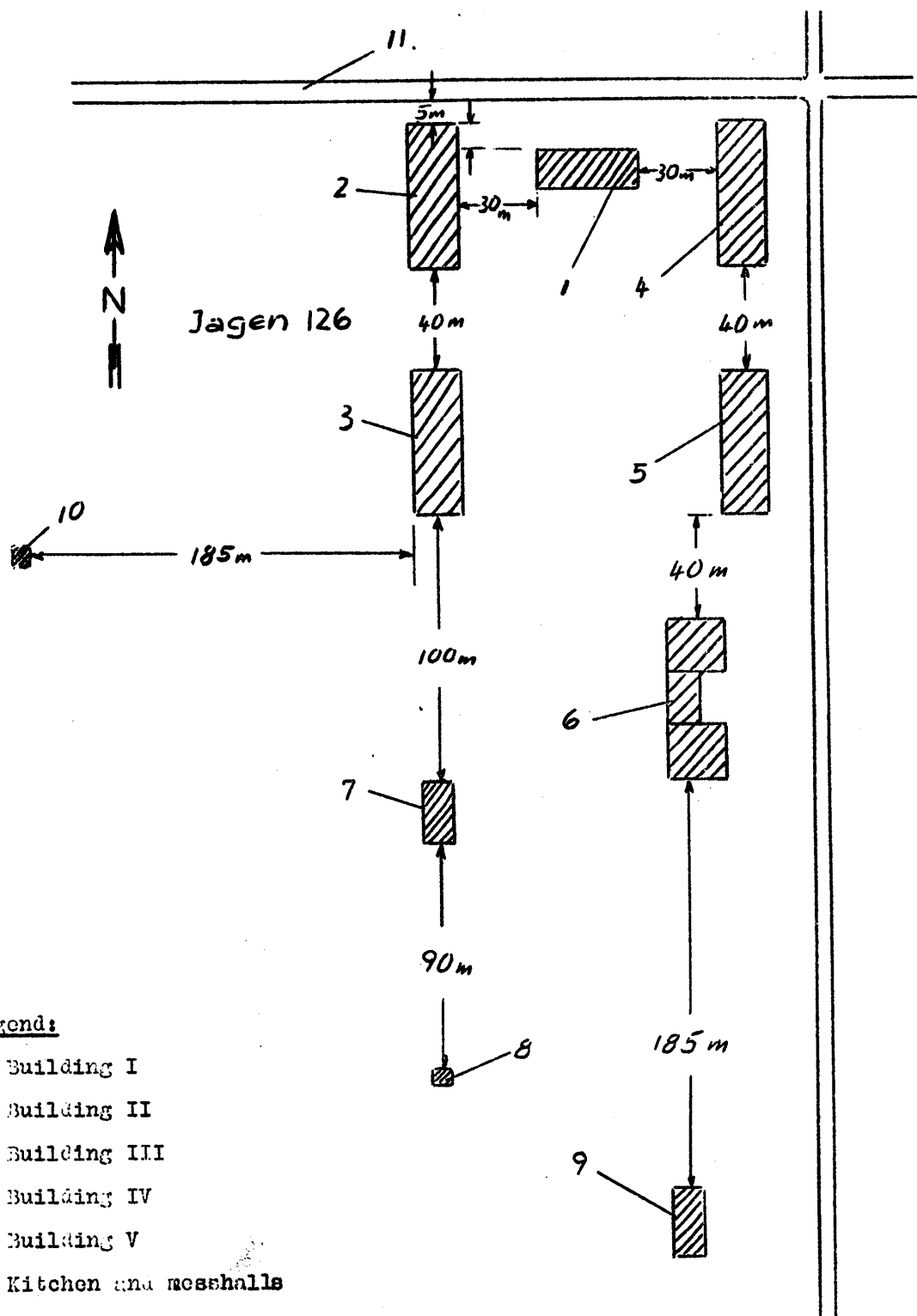
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25X1Buildings at Cross Doelln AirfieldBuilding IBuilding IIBuilding IIISECRET
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Annex 3

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Location Sketch of Buildings at Gross Doelln AirfieldLegend:

- 1 Building I
- 2 Building II
- 3 Building III
- 4 Building IV
- 5 Building V
- 6 Kitchen and messhalls
- 7 Finnish bath
- 8 Transformer station
- 9 Pumping house
- 10 Sewage
- 11 Concrete road

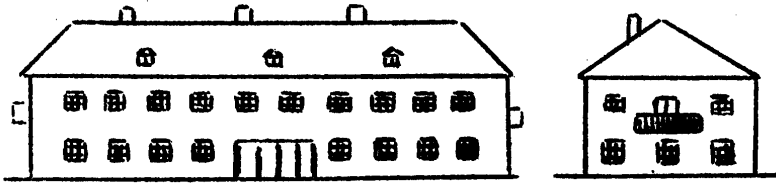
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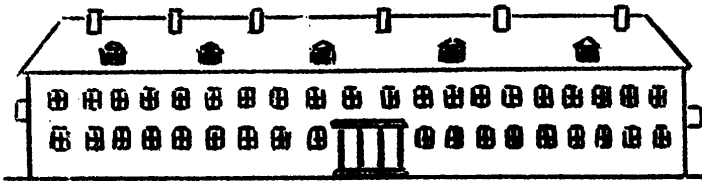
Annex 4

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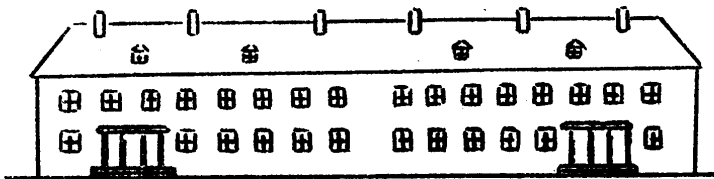
Side Views of Buildings at Gross Doelln Airfield



Sketch No 1. Northern side of building I



Sketch No 2. Eastern side of buildings II and III



Sketch No 3. Western side of Buildings IV and V

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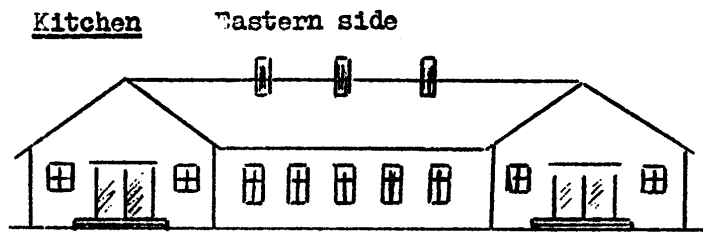
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Annex 5

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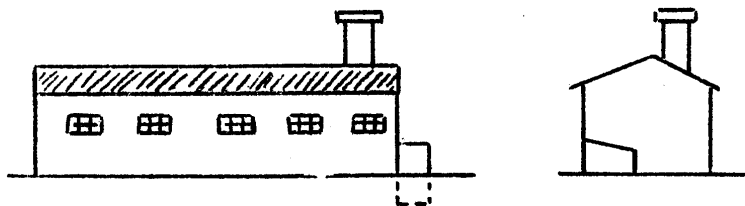
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Side Views of Kitchen and Finnish Bath at Gross Doelln Airfield



sketch No 1.

Finnish Bath Western side



sketch No 2

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